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H-1 HELICOPTER AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements [AFPD 11-2](#), *Aircraft Rules and Procedures*, and [AFPD 11-4](#), *Aviation Service*. Along with [AFI 11-202, Volume 1](#), *Aircrew Training*, and [AFI 11-401](#), *Flight Management*, this instruction establishes Air Force standards for initial qualification, mission qualification, and continuation training for all personnel performing aircrew duties in H-1 aircraft. This instruction is not applicable to Air National Guard or Air Force Reserve Command units. MAJCOMs may supplement this instruction. MAJCOMs will forward one copy of their supplement to Headquarters Air Force Space Command (AFSPC) Airfield and Aviation Operations Branch (DOSH) after publication. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through training channels, to HQ AFSPC/DOSH, 150 Vandenberg St., Suite 1105, Peterson AFB CO 80914-4200. This is a new instruction, however, it does incorporate portions of AFI 36-2208AFSPC1, *USAF Helicopter Aircrew Training*.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497.

(AFSPC) The OPR for this supplement is HQ AFSPC/DOSH (Maj Latishie L. Wodetzki). This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-2H-1, Volume 1, *H-1 Helicopter Aircrew Training*. The AFI is published word for word without editorial review. Air Force Space Command (AFSPC) supplemental material is indicated in bold face. This supplement describes AFSPC's procedures for use in conjunction with the basic AFI. Requirements of

this supplement apply to all AFSPC helicopter flying units and AFSPC helicopter aircrew personnel. It does not apply to Air National Guard nor Air Force Reserve Command units. AFSPC helicopter units must establish aircrew training programs consistent with the requirements of this supplement. Units may supplement this instruction (see para 1.2.3.4. (AFSPC) and 7.). Users should send comments and suggested improvements on AF Form 847, Recommendation for Change of Publication, through channels to HQ AFSPC/DOSH, 150 Vandenberg St., Ste 1105, Peterson AFB CO 80914-4200. Upon receipt of this integrated supplement discard the Air Force basic publication.

SUMMARY OF REVISIONS

This revision incorporates IC 99-1 and expands the interval for Physiological Training in accordance with AFI 11-403, *Aerospace Physiological Training Program*; aligns the requirements for Crew Resource Management (CRM) training and Simulator training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and corrects the requirements for CRM training for flight surgeons and medical technicians in paragraph 4.2.3.6.3.; matches requirements for Crew Resource Management in Table 3.. to be consistent with the requirements in paragraph 4.2.3.6.3.; adds Flight Physical requirements paragraph at 4.2.3.6.14.; corrects flight physical phase period in accordance with AFI 11-403; and corrects several typographical/administrative errors. The entire text of IC 99-1 is at Attachment 2. Changed or revised material is indicated by a bar (|).

(AFSPC) This is a new supplement and it supersedes AFI36-2208_AFSPCSUP1, *US Air Force Helicopter Aircrew Training*.

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1. General Information. This instruction outlines ground and flying training requirements for pilots, flight engineers (FE), aerial gunners (AG), aerial photographers (AP), flight surgeons (FS) and operational support flyers (OSF) assigned to H-1 helicopter units. It establishes minimum requirements/authorizations for the qualification and training of those crew members. This instruction does not authorize deviations from the flight manual or other 11-series instructions.

1.1. Waiver Authority. The MAJCOM/DO is the waiver authority for provisions of this instruction unless otherwise indicated. Request waivers to this instruction through applicable training channels to MAJCOM/DO or equivalent level. MAJCOM/DOs will forward a courtesy copy of any waivers to HQ AFSPC/DOSH. Waivers to supplemental guidance will be handled by the MAJCOM agency that generated the supplement.

1.2. Responsibilities:

1.2.1. HQ USAF/XOO. See [AFI 11-202, Vol 1](#).

1.2.2. MAJCOMs:

1.2.2.1. AFSPC. AFSPC is the lead command MAJCOM for H-1 helicopters IAW [AFPD 10-9, Lead Operating Command Weapon Systems Management](#). HQ AFSPC/DO delegates the office of primary responsibility (OPR) for this instruction to HQ AFSPC/DOSH.

1.2.2.2. Air Education Training Command (AETC). AETC functions as the Training Command with duties IAW [AFI 11-202, Vol 1](#).

1.2.2.3. All MAJCOMs:

1.2.2.3.1. Determine training requirements for day-to-day, contingency and wartime operations.

1.2.2.3.2. Supplement/waive this instruction as applicable.

1.2.3. Units:

1.2.3. (AFSPC) For purposes of this instruction, Helicopter Flights (HFs) are considered units. The 30 CS/SCS Flight Commander is equivalent to helicopter flight commanders and is responsible for ensuring all aerial photographers (AP) are trained IAW all applicable instructions. The 30 CS/SCS Commander will accomplish all 30 CS/SCS DO responsibilities and requirements.

1.2.3.1. Ensure that flight safety considerations take precedence over the requirements and guidance in this instruction.

1.2.3.1.1. Complete ground and flight training with minimum interruption and in the prescribed sequence. Exceptions to training sequence must be approved by the unit commander or designated training supervisor and documented in the Training Comments Record of the crew member's aircrew training record. Units will determine sortie length.

1.2.3.1.1. (AFSPC) For AFSPC units, the DO is the designated training supervisor.

1.2.3.2. Develop and administer training programs.

1.2.3.2.1. The primary method of qualification training is attendance at an [AFCAT 36-2223](#), *USAF Formal Schools* course. In-unit training requires a waiver as directed by MAJCOM. (See paragraph [2.1.3.6](#) for information required.) Use applicable formal school courseware for in-unit training. Units are not required to use courseware material requiring resources not available in the unit. When formal school courseware does not exist, the MAJCOM or NAF must ensure courseware is developed and standardized. Courseware must parallel formal school courseware in format and content.

1.2.3.2.1. (AFSPC) Submit waiver requests to HQ AFSPC/DOSH through 20 AF/DOH. Follow Sample Memorandum provided at [Attachment 3 \(Added-AFSPC\)](#).

1.2.3.2.2. All aircrew members, medical flight crews, dedicated crew chiefs, and other personnel receiving incentive or hazardous duty pay for flying on H-1 helicopters must complete requirements in [Table 3](#). and any required examinations prior to the first flight.

1.2.3.2.3. For active duty service commitments (ADSC) refer to [AFI 36-2107](#), *Active Duty Service Commitments (ADSC)*.

1.2.3.2.3. (AFSPC) Flight training intended to result in initial qualification, requalification, or a crew position upgrade could require an active duty service commitment (ADSC) according to [AFI36-2107](#), *Active Duty Service Commitments (ADSC) And Specified Period Of Time Contracts (SPTC)*, Table 1.5. Unit training officers must ensure compliance with [AFI36-2107](#) paragraphs 1.3 and 1.8. Unit training officers must coordinate procedures with the Military Personnel Flight (MPF) to ensure records are updated to indicate the new ADSC.

1.2.3.2.4. (Added-AFSPC) The primary method for AP initial qualification and upgrade training is in-unit. HQ 20 AF/DOHT and HQ AFSPC/DOSH will be informed in writing of all in-unit AP qualifications and upgrades.

1.2.3.3. Identify training shortfalls through MAJCOM channels.

1.2.3.3. (AFSPC) Identify training shortfalls through 20 AF/DOH to HQ AFSPC/DOSH.

1.2.3.4. Develop supplements as required. MAJCOM/DOT (or equivalent) will review and approve these supplements prior to publication.

1.2.3.4. (AFSPC) Route supplements through 20 AF/DOH for approval by HQ AFSPC/DOSH.

1.2.4. Training Officers:

1.2.4.1. Implement the provisions of this instruction.

1.2.4.2. Inform commanders of factors adversely affecting aircrew training and currency requirements.

1.2.4.3. Coordinate with Safety and Stan/Eval offices to improve training and correct deficiencies.

1.2.4.4. Identify areas requiring additional training and direct training accordingly.

1.2.4.5. Ensure training objectives are prebriefed, debriefed and evaluated to determine successful accomplishment.

1.3. Definitions, Abbreviations and Acronyms. Terms used in this instruction are explained in [Attachment 1](#).

1.4. Training Records and Reports. Establish and maintain aircrew member's training records IAW AFI 11-202 volumes, 37-series instructions and appropriate MAJCOM directives.

1.4. (AFSPC) Training folders will be maintained in accordance with the procedures outlined in AFSPC Training Folder Guide.

1.4.1. Initiate a training folder for:

1.4.1.1. Initial qualification, requalification or mission upgrade training.

1.4.1.2. Acceptance and Functional Check Flight certification.

1.4.1.3. Upgrade to next higher crew qualification.

1.4.1.4. Duty Familiarization for aircrew members.

1.4.1.5. Corrective action required as a result of a Q-3 evaluation, when a training folder is not already open. This requirement may be waived by the unit operations officer if corrective action is limited and would not warrant initiation of a training folder. If initiated, the flight examiner who evaluated the crew member will enter comments pertinent to the training deficiency on the Training Comments Record.

1.4.1.5. (AFSPC) For Q-3 evaluation, reference [AFI11-202V2](#). Unit CC/DO will determine the amount of ground training flights required to correct instructor Q-3 evaluation deficiencies.

1.4.1.6. Any military member acting as an operational support flyer IAW [AFI 11-402](#), *Aviation and Parachutist Service, Aeronautical Ratings and Badges*.

1.4.1.7. (Added-AFSPC) All initial certifications and recertifications to include: Pilot Non-Hoist AIE, FCF (aircraft commander, copilot, and FE), Fire bucket, NVG Low Light, NVG Scanner, Paradrop, Cargo Sling Operations, Day Water Operations, and flight surgeon and med tech Non-Hoist AIE.

1.4.2. Do not insert training record forms into flight evaluation folders.

1.4.3. Active training records must be maintained in a location readily accessible to instructors, trainers, supervisory personnel, and the individual aircrew members in training.

1.4.4. Formal schools will forward training records to the gaining unit after the student completes training. Open training records must be handcarried to the gaining unit.

1.4.5. File and dispose of training records IAW [AFMAN 37-139](#), *Records Disposition Schedule*, Table 36-44, Rule 1, which requires records to be destroyed 3 months after the completion of training.

1.4.6. For non-formal school units, the flying unit commander or operations officer will review open aircrew training records at least quarterly. The unit training officer must review open aircrew training records during the months the CC/DO review is not accomplished. Both reviews will evaluate training effectiveness, scheduling effectiveness, and student progress. All reviews/comments will be entered onto the Training Comments Record, signed and dated by the reviewing officer.

1.5. Training Concepts and Policies:

1.5.1. Safety. Training programs/missions will be designed to achieve the highest degree of mission readiness/capability consistent with flight safety and resource availability.

1.5.2. Mission Scenarios. Training must balance the need for realism against crew member capabilities and safety. Units will develop and maintain mission scenarios that will emphasize procedures and operations based on the unit's mission.

1.5.2. (AFSPC) Direct involvement of supported user forces is encouraged for realism and training benefit.

1.6. Inflight Supervision:

1.6.1. Level of flight supervision. Unless specifically directed, the unit commander determines the level of flight supervision required to accomplish the required training. Crew members in Initial Qualification Training (IQT) will fly under instructor supervision until completing the qualification evaluation. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. If, however, mission objectives require directed supervision, then a unit supervisor may be warranted. The unit commander or designated representative (e.g., operations officer) will review the training and evaluation records of newly assigned personnel to determine the training required for them to achieve Mission Ready

(MR) or Basic Mission Capable (BMC) status. Previous assignments, formal training experience, and demonstrated performance should be taken into consideration.

1.7. Continuation Training. Commanders must ensure that flight training programs consider local conditions and individual capabilities to maximize training continuity. Crew member proficiency and competence vary and must be closely monitored at the unit level to ensure progression from basic skills to more advanced tactical employment. Effective training is founded on crew members' confidence in basic skills such as navigation, systems operation, night vision goggles (NVGs), formation, instruments, and low level. Training programs must include regular, recurring exposure to the fundamentals of the unit mission.

1.7.1. Crew members will not be required to accomplish ground and/or ancillary training except as required by this instruction and/or [AFI 36-2201](#), *Developing, Managing and Conducting Training*.

1.7.2. Training Cycle. The crew member training cycle is 12 months, January through December, and the ground training cycle is in accordance with paragraph [4.2](#). Units will complete training requirements during the appropriate training cycle unless specifically noted otherwise.

1.7.3. Sortie/event accomplishments at night may be credited toward similar day requirements.

1.7.3. (AFSPC) Sortie/event accomplishments at night may be credited toward similar day requirements only after night requirements have been fulfilled. Total events required will not be reduced. Reference [Table 4.](#), Basic Aircraft Flying Requirements and [Table 5.](#), Mission Qualification Flying Currency Requirements.

1.7.4. Except as noted in [Table 4.](#), NVG sortie/event accomplishments may be credited toward similar night unaided requirements.

1.7.4. (AFSPC) Reference [Table 5.](#)

1.7.5. Any instructor pilot (IP)/instructor flight engineer (IF) qualified in the task can conduct initial and recurring helicopter training in like tasks for Operational Support Flyers.

1.7.5. (AFSPC) Example: A qualified/certified IP or IF can conduct duty familiarization training for a med tech.

1.8. Crew Member Utilization Policy:

1.8.1. Unit Aircrew Capability. OG/CC will determine unit aircrew capabilities based on the unit's mission (i.e., Basic Airlift Qualification (BAQ), BMC, or MR).

1.8.1. (AFSPC) All aircrew members will maintain mission ready status in their primary crew positions IAW [AFSPCI 10-139](#), *Helicopter Capabilities and Mission Descriptions*. Do not breakdown schoolhouse courseware into separate mission qualifications/ requalifications unless a valid requirement exists (i.e., single mission qualification/requalification is required, such as NVG Qual). 20 AF/DOH and HQ AFSPC/DOSH must approve any intermediate upgrades. EXCEPTIONS: The 30 CS/SCS will determine how many aerial photographers will be on flying status, their qualifications, and who will maintain mission ready status. The 76 HF/CC has the option of not certifying crewmembers in cargo sling and fire bucket based on manning, currency, and mission requirements.

1.8.2. Commanders and Key Staff Course. If a senior officer does not maintain BAQ, BMC, or MR status, then completion of a helicopter Commander and Key Staff Course is required before the senior officer is authorized to perform pilot duties (including indoctrination flight program). The primary method of completion is at the formal school. The alternate method of training is in-unit (if primary method is not available) using formal school courseware adapted to local training resources. The alternate method of training requires MAJCOM/DO waiver. Completion of this course does not assign a qualification or currency requirement, since the course is merely an orientation to USAF helicopter operations and capabilities. Senior officers will not be designated in command and will fly with instructor pilots only. Passengers are not authorized when senior officers are in control of the aircraft.

1.8.2. (AFSPC) No recurring training is required.

1.9. Sortie Allocation Guidance. Sortie allocation priority will be assigned by the unit commander/operations officer. Supervisory Aircrew Personnel Training:

1.9.1. Colonels and above. See paragraph [1.8.2](#).

1.9.2. Lt Col and below, below MAJCOM level. Individuals must be trained to the appropriate status as determined by the unit commander. The qualification for crew members assigned at NAF level will be determined by the NAF functional manager for H-1 operations. Individuals must meet or exceed all initial and recurring training requirements for the unit to which the individual is assigned.

1.9.3. Lt Col and below at the MAJCOM level. Incumbents to rated position indicator (RPI) 8 positions must comply with [AFI 11-202, Volume 1](#) and MAJCOM guidance. Individuals in the indoctrination flying program have no qualification or currency requirements.

1.10. Intra/Intercommand Transfer of Aircrews. Aircrew mission qualifications/certifications may be accepted at the discretion of the gaining unit commander. The gaining unit commander determines what training, if any, is required for newly assigned personnel.

1.11. Intra/Intercommand Aircrew Training. Aircrew members may perform flying duties at H-1 units outside their assigned command. Duty familiarization training must be accomplished IAW paragraph [1.12](#). The visiting aircrew member's mission qualifications must be equivalent to the qualification requirements for the planned mission at the TDY location in order to perform aircrew duties on operational missions. Additional requirements may be identified by unit commanders or operations officers before TDY aircrew members act as primary crew members on operational or training missions. This provision allows instructors to perform aircrew training or students to receive flying training at units outside their assigned MAJCOM. Follow guidance for in-unit training programs as directed in this instruction to include waiver requests if applicable.

1.11. (AFSPC) HQ AFSPC/DOSH may authorize Air Force aircrew members of other MAJCOMs to fly as aircrew in AFSPC helicopters on a case by case basis. Route requests for intercommand aircrew training through the member's assigned MAJCOM to HQ AFSPC/DOSH. AFSPC assets desiring intercommand training with another MAJCOM unit must forward their requests to HQ AFSPC/DOSH. Reference [AFI 11-202, Vol 2, Aircrew Standardization/Evaluation Program](#), and [AFI 11-2H-1, Vol 2, H-1 Aircrew Evaluation Criteria](#).

1.12. Duty Familiarization Training When TDY. Crew members and operational support flyers (OSFs) must receive a duty familiarization flight and local area orientation briefing before performing

other training or operational missions. This will include, as a minimum, review of published local procedures. Additional requirements may be identified by the mission commander or aircraft commander, as applicable. **EXCEPTION:** The following personnel are exempt from the above requirements: higher headquarters supervisory personnel not flying in command of the aircraft, higher headquarters standardization personnel, aircrew prosecuting and familiar with recurring operational support (National Aeronautics and Space Administration (NASA) support), and search and rescue (SAR). This exemption does not relieve TDY crew members from the responsibility of familiarizing themselves, as much as practical, with the local environment.

1.12.1. (Added-AFSPC) When APs are TDY to a new location or a location not routinely visited to perform training or operational missions, they will as a minimum review published local procedures, receive a local area briefing and receive an aircraft safety briefing.

2. Initial Qualification Training:

2.1. General. Initial Qualification Training (IQT) is the training necessary to initially qualify a crew member in a basic crew position to perform flying duties without regard to the unit's operational mission. This is the minimum requirement for BAQ.

2.1.1. IQT Methods. Aircrew members will attend the applicable IQT course conducted at the formal school (58 SOW, Kirtland AFB NM).

2.1.1. (AFSPC) The Basic Helicopter Flight Engineer (BHFE) course, the Enlisted Aircrew Undergraduate course (EAUC) and Flight Engineer initial qualification, will not be completed in-unit.

2.1.2. IQT for Senior Officers. All formal training courses for senior officers (Colonel selectees and above) require MAJCOM approval. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives.

2.1.3. Obtain MAJCOM DOT (or equivalent) waiver for any in-unit IQT. All units performing in-unit IQT will:

2.1.3.1. Ensure students meet the minimum flight experience or hour requisites as established by the MAJCOM for each aircrew position.

2.1.3.2. Ensure successful completion of the ground and flying training requirements prescribed in this section. Crew members must complete all applicable ground training requirements listed in **Table 3**, before the initial qualification flight evaluation.

2.1.3.3. Ensure successful completion of the written qualification examination and qualification flight evaluation according to [AFI 11-202 Volume 2, Aircrew Standardization/Evaluation Program](#) and [AFI 11-2H-1, Volume 2, H-1 Aircrew Evaluation Criteria](#).

2.1.3.3. (AFSPC) All initial/requalification requisites and mission qualification/requalification requisites will be completed prior to the individuals flight evaluation. All initial/requal mission certification requisites will be completed prior to being certified. Waiver authority is HQ AFSPC/DOSH. Requisites include all ground/flight training outlined in SOIs, [AFI 11-2H-1 Volume 1, H-1 Helicopter Aircrew Training, Table 3](#), and [AFI 11-2H-1 Volume 2, H-1 Helicopter Aircrew Evaluation Criteria](#). Additionally, a DOT representative shall review the training folder, and the unit DO shall review the training folder and

accomplish a recommendation for evaluation. Place this review on the comments record in the training folder.

2.1.3.4. Identify and take appropriate action to determine the disposition of students failing to meet the above requirements.

2.1.3.5. Successful completion of IQT requires the upgrading crew member to complete an aircraft qualification evaluation IAW [AFI 11-202, Volume 2](#) and [AFI 11-2H-1, Volume 2](#).

2.1.3.6. When requesting approval to conduct IQT, units will include the following information:

2.1.3.6. (AFSPC) Follow Sample Memorandum at [Attachment 3 \(Added-AFSPC\)](#).

2.1.3.6.1. Justification for in-unit training in lieu of formal school training.

2.1.3.6.2. Name, grade, organization of individual receiving training.

2.1.3.6.3. Summary of the individual's flying experience.

2.1.3.6.3.1. Present crew qualification, including restrictions.

2.1.3.6.3.2. Total flying time and MDS time (including instructor and evaluator time, if applicable).

2.1.3.6.4. Crew qualification to which aircrew member is qualifying or upgrading.

2.1.3.6.5. Date training will begin and expected completion date.

2.1.3.6.6. Requested exceptions to formal course syllabus, with rationale.

2.1.3.6.7. Requesting unit point of contact, duty address, and duty phone.

2.1.3.7. (Added-AFSPC) Attempt to schedule a different instructor for the recommendation sortie and the evaluation sortie for each phase of training during which an evaluation is required.

2.2. Prerequisites. Prospective aircrew members must meet formal training course prerequisites established by [AFCAT 36-2223](#) and the AETC formal course syllabus.

2.2. (AFSPC) Copilot Indoctrination to Aircraft Commander Upgrade is highly encouraged. At the discretion of the unit commander, copilots in an aircraft commander upgrade may sit in the right seat during operational sorties, provided an instructor pilot occupies the left seat. Recommend a minimum of 10 hours right-seat time prior to entering the aircraft commander upgrade. Refer to *Air Force Education and Training Course Announcements (ETCA)* for formal school right-seat prerequisites. Copilots will fly in the right seat for all upgrade sorties upon entering an aircraft commander upgrade. 20 AF/DOHT will be notified in writing when additional training events are added, or when additional training flights are added, and for what purpose.

2.3. Ground Training. Ground training may be tailored to the individual's background and experience or unique local conditions. Available and current reference materials such as formal school courseware, instructor guides and audiovisual programs, should be used as supporting materials to the maximum extent possible.

2.4. Flying Training:

2.4.1. Objectives. Formal course syllabi defines objectives and task requirements.

2.4.1.1. Additional training events may be incorporated into the IQT program based on student needs, proficiency and background. The flying unit commander is the approval authority for additional training events. All additional training events must be programmed prior to training initiation.

2.4.1.2. Commanders may approve additional training flights for upgrades which must deviate from the approved training schedule or when an aircrew member encounters extensive breaks in flight training. The commander or operations officer will annotate on the training comments record of the aircrew training record the justification for additional flights and the number of additional flights scheduled. Aircrew members requiring additional training because of performance/knowledge-based deficiencies may not be scheduled for additional flights under the provisions of this paragraph. Refer to formal school guidance for training requirements to clear deficiencies.

2.4.1.3. Additional training due to student non-progression is available within the constraints of the course syllabus. As a guide, units should use the AETC decision logic tables to determine appropriate additional events.

2.4.2. Flow. Mission sequence and prerequisites will follow the formal course syllabus flow chart.

2.4.3. In-Unit Training Duration. In-unit training will be completed within 120 calendar days of the beginning of the flying training. Training time starts with the first training/simulator flight. Training may be continued after 120 days but MAJCOM DOT or equivalent must be notified of failure to complete training within the prescribed time. Include crew member's name, rank, reason for delay, planned action and estimated training completion date.

2.4.3. (AFSPC) In-unit training time constraints will also apply to in-unit certifications.

2.5. Initial Training for Flight Surgeons.

2.5.1. Prerequisites. Flight surgeons must complete all applicable ground training requirements listed in [Table 3](#). before the first scheduled flight.

3. Mission Qualification (MQT) and Certification Training. Training necessary to qualify a crew member in a specific aircrew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status. Crew members will receive sufficient training to perform mission requirements, as directed by the unit commander.

3. (AFSPC) For purposes of this instruction, the terms “qualification training” and “qualify” will include training required for certifications.

3.1. General. This section outlines the training requirements for mission qualification for pilots, flight engineers and flight surgeons. This section does not apply to aircrew members maintaining basic aircraft qualification only, unless directed by MAJCOM.

3.1. (AFSPC) Training requirements necessary for mission qualifications are also required for mission certifications.

3.2. Certification versus Qualification. [Table 1](#). identifies mission qualifications and certifications. Qualifications require flight evaluations. Certifications do not require evaluations (but may be evalu-

ated as part of a SPOT, No-Notice, or recurring evaluation) and are documented on the AF Form 1381, **USAF Certification of Aircrew Training**. For mission items not included in the table, if an evaluation is required by the formal school program, it is a qualification.

Table 1. Qualifications Versus Certification.

Qualifications	Certifications
AIE Fast Rope (FE)	AIE Non-Hoist (Pilot)
AIE Hoist	FCF (Aircraft Commander, Co-pilot or FE)
AIE Rappel (FE)	Fire Bucket
AIE Rope Ladder (FE)	NVG Low Light
Formation (P)	NVG Scanner (Pilot)
NVG	Para-Drop
Remotes	Sling Operations
TAC/Low Level	Day Water Operations

3.2.1. **MQT Methods.** Aircrew members should attend the applicable initial MQT course conducted at the formal school (58 SOW, Kirtland AFB NM) whenever possible. In exceptional circumstances, when training at the formal school is not available within a reasonable period of time, MAJCOMs or NAFs will establish in-unit MQT programs based upon formal school courseware. Document these programs in the appropriate MAJCOM supplement to this instruction. The remainder of this section applies to those in-unit training programs.

3.2.1.1. (Added-AFSPC) The MQT program for crewmembers previously qualified in the aircraft should be individually tailored based on experience, currency, documented performance and formal training requirements.

3.2.1.2. (Added-AFSPC) Refer to [Attachment 5 \(Added-AFSPC\)](#), AFSPC Training Methods, for the authorized syllabi of instruction and in-unit MQT programs in AFSPC.

3.3. Prerequisites. Unless otherwise dictated by formal school courseware, aircrew members must complete IQT before starting MQT. In addition to the ground training associated with the MQT syllabus, the crew member must complete the applicable ground training listed in **Table 3.** before the mission qualification flight evaluation.

3.3. (AFSPC) Aircrew members must meet formal training course prerequisites established by ETCA . Forward waivers/requests for in-unit mission qualification training to HQ AFSPC/ DOSH through 20 AF/DOH. Follow Sample Memorandum at [Attachment 3 \(Added-AFSPC\)](#).

3.3.1. **NVG Qualification.** Unless otherwise dictated by formal school courseware, aircrew members must attend formal school ground training before beginning initial NVG qualification. In addition, pilots who are not Day Tactical qualified must receive ground training and demonstrate proficiency in tactical map preparation prior to the course. Crew members must be remote qualified (or in remote qualification training) before beginning NVG remote upgrade training. Crew members initially qualifying in NVGs in-unit will attend an approved lab (58 SOW, Armstrong Labs, or Fort Rucker) before or during IQT.

3.3.1. (AFSPC) Accomplish the NVG Lab within one year of and prior to an individual's first NVG upgrade training flight for an initial NVG qualification. The NVG Lab must also

be accomplished within one year and prior to the first requalification training flight for an individual who has been unqualified in goggles for more than 5 years.

3.3.1.1. NVG instructors must accumulate 50 hours of NVG primary/secondary time before performing in-flight NVG instruction. MAJCOMs may allow OG/CC's to waive this requirement to no lower than 25 hours.

3.3.1.1. (AFSPC) NVG instructors must accumulate 50 hours of total NVG time (excluding scanner time) before performing in-flight instruction. Primary/secondary (total) NVG time is time spent while performing NVG duties in individual's primary crew position. AFSPC helicopter pilots acting in an NVG Scanner capacity and logging other than primary/secondary/instructor/evaluator flight time will not log NVG time for that portion of the flight. EXAMPLE: Scanning on NVGs is not primary/secondary NVG time for a pilot or copilot. 20 AF/DOH will be waiver authority for NVG primary/secondary time qualifying crewmembers to perform instructor duties. The waiver request must include full name, social security number and expected get-well date as to when the individual will attain 50 hours of primary/secondary NVG time.

3.3.1.2. There are two categories of NVG qualification. NVG mission qualification (NMQ) only includes operations in ambient light conditions equal to or exceeding 20 percent equivalent moon illumination (EMI). Crew members must be low light certified (LLC) before flying on sorties where less than 20 percent EMI will be encountered.

3.3.1.3. NVG training will not be conducted with less than 5 percent EMI.

3.4. Duration of Training. MQT will be completed within 120 calendar days after the individual's completion of IQT or arrival on station following off station IQT. Notify the MAJCOM DOT or equivalent of failure to complete training within the prescribed time. Include crew member's name, rank, reason for delay, planned action and estimated completion date.

3.4. (AFSPC) Duration of training time constraints for MQT will also apply to in-unit MQT for in-unit certifications. Follow Sample Memorandum at [Attachment 4 \(Added-AFSPC\)](#).

3.5. Ground Training. Units will develop blocks of instruction covering areas pertinent to the unit mission as determined by the unit commander. Formal school training syllabi must be used if available. When formal school courseware does not exist, units may develop appropriate courseware. Courseware must be approved by NAF or MAJCOM. Training accomplished during IQT may be credited towards this requirement.

3.5. (AFSPC) Reference paragraph 3.2.1.2. ([Added-AFSPC](#)) and [Attachment 5 \(Added-AFSPC\)](#).

3.6. Mission Flying Training:

3.6.1. In-Unit Training Programs. Approved in-unit qualification training must be accomplished according to the following guidance:

3.6.1.1. Use applicable formal school courseware for in-unit training. Instructions and technical orders take precedence over courseware. Units are not required to use courseware material and examinations requiring resources available only at the formal school or material unique to the formal school flying area. When formal school courseware does not exist, develop training syllabi using a building block approach listing prerequisite ground and flying training

requirements for each flight. Flights will be listed on appropriate formal school forms, including required proficiency levels (RPL). The unit will determine sortie lengths. NAF or MAJCOM must develop or approve all training syllabi. Flying training lessons will be completed in the prescribed sequence, unless waived by the unit commander or designated training supervisor.

3.6.1.1. (AFSPC) The DO is the designated training supervisor. Aircrew will accomplish all training prerequisites prior to the flight evaluation. A sequence of training waiver (SOTW) allows for the course flow to be altered to better match unit scheduling, maintenance, operational and weather needs. A SOTW does not allow training after the flight evaluation. The items that were accomplished out-of-sequence will be accomplished prior to the evaluation for that phase of training (see paragraph 2.1.3.3. (AFSPC). Waivers for conducting training after the evaluation and for conducting training prior to requisite completion must be forwarded to HQ AFSPC/DOSH through 20 AF/DOH. This waiver must be granted prior to evaluation.

3.6.1.2. In addition to the ground training associated with the upgrade courseware, complete the applicable ground training described in [Table 3](#). before beginning the qualification flight evaluation.

3.6.1.2. (AFSPC) Complete all ground training in accordance with paragraph 2.1.3.3. (AFSPC).

3.6.1.3. Written Examinations. Complete the mission qualification written examinations associated with the mission flight evaluation according to [AFI 11-202, Volume 2](#) before beginning the mission qualification flight evaluation.

3.6.1.3. (AFSPC) Complete all written examinations in accordance paragraph 2.1.3.3. (AFSPC).

3.6.1.4. (Added-AFSPC) When formal school courseware requires the use of the simulator, the training event(s) will be accomplished IAW 20 AF/MAJCOM guidance.

3.6.1.5. (Added-AFSPC) Units will notify 20 AF/DOH and HQ AFSPC/DOSH of any in-unit MQT following Sample Memorandum at [Attachment 3 \(Added-AFSPC\)](#).

3.6.2. H-1 Difference Qualification. Difference qualification (formerly interfly) training is designed for H-1 series qualified crew members requiring qualification in the other series H-1 aircraft. Qualified H-1 crew members may obtain difference qualification between H-1 series aircraft using formal school initial qualification flight training syllabus and proficiency advancing as required to tailor the training to the individual. Training will highlight differences between the series. Ground training will include as a minimum: hands-on egress training; a full discussion of the flight manual with emphasis on emergency procedures, limitations, and aircraft systems; and series-specific instrument procedures. Complete qualification examinations and evaluations according to 11-series instructions. Mission qualifications and certifications transfer between H-1 series aircraft.

3.6.3. Mission Evaluation. This sortie will be flown IAW [AFI 11-202, Volume 2](#) and [AFI 11-2H-1, Volume 2](#), MAJCOM Supplements and local standardization/evaluation criteria on any mission representing the unit's primary mission tasking.

3.6.3. (AFSPC) Attempt to schedule a different instructor for the recommendation sortie and the evaluation sortie for each phase of training during which an evaluation is required.

4. Continuation Training (CT). Training in which aircrew members already qualified in their respective aircrew positions maintain their assigned level of proficiency. This section provides guidance for maintaining currency. Currency requirements may only be satisfied when the individual is current and qualified (not in training status). Events accomplished on satisfactory evaluations may be credited toward currency requirements. Unless directed otherwise in the MAJCOM supplement to this instruction, copilots must log continuation training in the left seat. MAJCOM supplements may allow provisions for the OG/CC to waive ground and flying continuation training.

4. (AFSPC) CT accountability begins when aircrew members arrive at duty station (i.e., when duty AFSC code changes from 1X to 1A; date arrived station). Reference paragraph 2.2. Waiver authority for ground and flying continuation training is 20 AF/DOH.

4.1. Aircrew Status. Crew members are assigned to either MR, BMC, or BAQ status. The continuation training program provides aircrew members with the volume, frequency, and mix of training necessary to perform unit missions. Accomplishing the minimum number of required events only ensures currency. Individual proficiency may require a greater number of events. Unit commanders will ensure all aircrew members receive sufficient event intensive training to maintain proficiency.

4.1.1. MR/Combat Mission Ready (CMR). A mission ready aircrew member is defined as one who has satisfactorily completed training prescribed to be fully qualified to perform a command or unit's operational mission (see [Table 2.](#)) and maintains all currency requirements. The aircrew member must be available for operational taskings and deployments (as applicable).

4.1.1. (AFSPC) Once an aerial photographer has received her/his basic aircraft qualification (BAQ), they are considered Mission Ready (MR/CMR). All aerial photographers will maintain mission ready status in their primary crew positions. Waiver authority is 20 AF/DOH.

4.1.2. BMC. A BMC aircrew member must satisfactorily complete training prescribed to be fully qualified to perform at least one of the unit's operational missions but does not maintain MR status. The aircrew member must be able to attain full qualification in the unit's mission(s) within 30 days. MAJCOM supplements may extend this requirement to up to 45 days depending on mission requirements.

4.1.3. BAQ. The BAQ aircrew member must satisfactorily complete initial qualification training to be qualified to perform aircrew duties in the unit's aircraft. The aircrew member must complete basic qualification flying currency requirements prescribed in this instruction.

4.1.4. Specialized Training. Specialized training is training in special tactics or events as directed by MAJCOM. This training may be conducted in conjunction with IQT, MQT, or CT.

Table 2. Mission Capabilities.

Operational Mission:	Notes	AFSPC				AETC		AMC	AFMC	AFSOC	PACAF
		37 HF	40 HF	54 HF	76 HF	36 RQF	512 SOS	1 HS	40 FTS	6 SOS	459 AS
Remote	1,2,3	x	x	x	x	x	x	x	x	x	x
Day Tactical	2,3	x	x	x	x		x			x	
NVG Remote	2,3	x	x	x	x	x	x			x	
Formation	3	x	x	x	x	x	x	x		x	x
Cargo Sling	3				x	x	x		x	x	
Fire Bucket	3				x				x		
Day Water Ops	2,3				x	x	x		x	x	

Notes:

1. Remote includes both day and night unaided operations.
 2. Includes AIE as applicable to unit capabilities. Crew members must maintain currency in AIE methods in which they are qualified.
 3. Units determine crew members who maintain qualifications/certifications and currency in missions.
- 3. (AFSPC) All primary aircrew members will maintain mission ready (MR) status in their primary crew positions. The 76 HF/CC has the option of not certifying crewmembers in cargo sling and fire bucket, based on manning, currency, and mission requirements. Waiver authority is 20 AF/DOH.**

4.2. Ground Training. **Table 3.** lists required flight related ground training. Unit commanders may add additional training to meet specific unit requirements.

4.2.1. Training Currency and Due Date:

4.2.1.1. Unit commanders may elect to align ground training reference dates for their unit using any of the following options:

4.2.1.1.1. Birth month.

4.2.1.1.2. Ground training requirement due dates by subject.

4.2.1.1.3. Currency reference month.

4.2.1.2. The end of the 6-month period established by the commander will be the reference date. Reference dates for each subject should remain fixed and will be established in writing and on file in the unit training office. Do not exceed a period of 17 months (to the end of the month) when converting from one method to another, or after initial qualification or requalification.

4.2.1.2. (AFSPC) The phase period applies to a reference month.

4.2.2. Outprocessing Requirements. Units will develop procedures to ensure flight and training records screening during unit out-processing. The screening should normally be accomplished in sufficient time to ensure discrepancies are rectified prior to PCS. Additionally, all personnel departing to short tour areas must be scheduled by the losing organization for simulator, physiological, and other training as appropriate, to minimize unnecessary TDYs from short tour areas.

4.2.3. Periodic Training Requirements. The training requirements shown in **Table 3.** (except for physiological and flight physical) are not required for those crew members who will terminate fly-

ing status IAW [AFI 11-202 Volume 1](#). Training requirements apply if the individual transfers to another command as an aircrew member.

4.2.3. (Added-AFSPC) If an individual loses certification due to loss of currency in an event, the individual must demonstrate competency to an instructor for that event to regain certification. If certification is lost due to loss of qualification, the individual must be recertified using MAJCOM-approved initial certification courseware.

4.2.3.1. One Time Training:

4.2.3.1.1. Combat/Water Survival Training. Aircrew members must attend Combat Survival Training (SV-80-A) and Water Survival Training (SV-90-A) IAW [AFI 11-301](#), *Aircrew Life Support (ALS) Program*. Refer to [AFI 11-301](#) and MAJCOM guidance. (NOTE: Flight Surgeons (FS) need only attend a USAF School of Aerospace Medicine course.)

4.2.3.1.2. Underwater Egress Training (UET). Refer to [AFI 11-301](#) and MAJCOM guidance. This training is required for all aircrew members. Training should include helicopter emergency egress device (HEED) training. Flight Surgeons, aerial photographers and operational support flyers must attend if frequent overwater flights are required. The training code for flight surgeons, AP and OSF for this event is "O."

4.2.3.1.3. Functional Check Flight (FCF) Certification. All crew members must complete FCF training before acting as primary crew members on FCFs. A FCF-certified instructor must complete and certify the training. Certification does not expire as long as basic aircraft qualification is maintained.

4.2.3.1.3. (AFSPC) FCF pilots will not be certified until they are aircraft commanders. Copilots will receive AFSPC left seat FCF training. Copilots are not authorized to perform FCF preflight. Units will track FCF training (certification, left seat training) on unit Letter of Xs. Reference T.O. 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks* and T.O. 1H-1UN-6CF-1, *Acceptance and Functional Check Flight Procedures*.

4.2.3.1.4. Parachute Drop Certification. Pilots and flight engineers must complete MAJCOM or NAF approved training before acting as primary crew members for parachute drops (static or free fall). An instructor in the same crew position certified in parachute drops must complete and certify the training. Certification does not expire.

4.2.3.1.5. NVG Scanner Certification. (Pilots only). Pilots acting as NVG scanners must at a minimum be NVG copilot qualified and complete NVG scanner training before acting as scanners on NVG flights without a qualified flight engineer or pilot scanner in the cargo compartment. Use MAJCOM or NAF-approved courseware. Certification does not expire as long as NVG qualification is maintained. Training must be provided by a NVG scanner certified instructor (pilot or flight engineer) and documented in AFORMS.

4.2.3.1.6. Non-Hoist Alternate Insertion/Extraction. Use MAJCOM or NAF approved courseware for non-hoist AIE (rappel, fast rope and rope ladder). Flight engineer initial training will include at least one "live" event with a qualified instructor. Flight engineers require a flight evaluation for each non-hoist AIE method. Qualification/certification does not expire as long as currency is maintained. If currency expires, the individual must dem-

onstrate competency to a qualified instructor.

4.2.3.1.6. (AFSPC) Pilots must receive certification on Non-Hoist AIE methods before acting in their crew positions on flights with such requirements.

4.2.3.1.7. FS/Medical Technicians (MTs) Non-Hoist AIE Certification. MTs on operational support flying status and flight surgeons are authorized to perform duties requiring their insertion/extraction using local unit AIE methods (hoist, rope ladder, and/or rappel) provided appropriate training is conducted. Units are required to ensure initial training is completed prior to operational and currency training flights involving applicable AIE methods/equipment. Certification does not expire as long as currency is maintained. If currency expires, the individual must receive refresher training and demonstrate competency to an instructor flight engineer.

4.2.3.1.7.1. Conduct all Med Tech and Flight Surgeon hoist, rope ladder, ground and flight training with a qualified instructor IAW formal school or NAF approved courseware.

4.2.3.1.7.1. (AFSPC) Conduct all med tech and flight surgeon rope ladder ground and flight training with a qualified and current instructor flight engineer using MAJCOM approved courseware. Conduct all med tech and flight surgeon rappel ground and flight training with a qualified and current Helicopter Rope Suspension Training (HRST) master. Reference *ETCA*.

4.2.3.1.8. Cargo Sling/Fire Bucket Certification. Pilots and flight engineers must complete MAJCOM or NAF-approved training before acting as primary crew members for cargo sling or fire bucket operations. Individuals will be cargo sling certified before becoming certified in fire bucket operations. An instructor in the same crew position certified in cargo sling/fire bucket operations must complete and certify the training. Certification does not expire as long as currency is maintained.

4.2.3.1.9. Day Water Operations Certification. Pilots and flight engineers must complete MAJCOM or NAF-approved training before acting as primary crew members on day water operations. Individuals will be day remote qualified before becoming certified in day water operations. An instructor in the same crew position qualified in day remote operations and certified in day water operations must complete and certify the training. Certification does not expire as long as currency is maintained.

4.2.3.1.10. Low Light Certification (LLC). Pilots and flight engineers must complete MAJCOM or NAF-approved training (consisting of a minimum of 2 flights) before acting as primary aircrew members on NVG missions with less than 20 percent EMI. An NVG qualified instructor in the same crew position must complete and certify the training. Certification does not expire as long as NVG qualification is maintained.

4.2.3.1.10. (AFSPC) LLC may be conducted in conjunction with NVG-qualification/upgrade training.

4.2.3.2. Upon PCS/PCA. Where applicable, the requirements listed below are satisfied if accomplished at a formal school in conjunction with a PCS/PCA.

4.2.3.2.1. Duty Familiarization/Theater Indoctrination Training. Pilots and flight engineers will fly with an instructor until this training is complete. Flight surgeons and opera-

tional support flyers will complete this training before scheduling normal flights (except in emergencies or for actual rescue missions). Training will consist of ground and flight phases. Use MAJCOM or NAF-approved courseware. As a minimum, training will include:

4.2.3.2.1. (AFSPC) Duty Familiarization Training. APs will fly with an instructor until this training is complete. Use MAJCOM/NAF approved courseware. Theater Indoctrination Training for APs will be coordinated with and in accordance with Secondary Weapon Systems (SWS) directives. Duty familiarization training will consist of ground and flight phases and as a minimum training will include:

4.2.3.2.1.1. Fire Extinguisher Training (all crew members, including flight surgeons and operational support flyers). Refer to [AFI 91-301](#), *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program*. Training should include hands-on ramp and aircraft fire extinguishers.

4.2.3.2.1.1. (AFSPC) Training must be accomplished within 30-days of reporting for duty.

4.2.3.2.1.2. Marshaling Exam (N/A for flight surgeons and operational support flyers). Refer to [AFI 11-218](#), *Aircraft Operation and Movement on the Ground*. Complete the written exam.

4.2.3.2.1.2. (AFSPC) Training must be accomplished within 30-days of reporting for duty. N/A for APs.

4.2.3.2.1.3. Mast Bumping Training (Pilot and FE). View the US Army video tape "Mast Bumping, Causes and Prevention," #TF46-6077 or the computer aided training equivalent.

4.2.3.2.1.4. Initial Pyrotechnics Training (N/A for flight surgeons and operational support flyers). [AFMAN 91-201](#), *Explosive Safety Standards*, outlines the training requirements for personnel who come in direct contact with explosives, such as pyrotechnics. Units maintaining pyrotechnics (beyond those for life support) will provide all crew members with pyrotechnic training covering the types of pyrotechnics carried aboard unit aircraft and storage, loading, launch, and safety requirements. Comply with provisions in TOs 11A10-24-7, 25-7, and 26-7. Instructors will be thoroughly familiar with AFOSH standards, TO guidance, the formal school syllabus, and 11-series instructions. Accomplish any required flight training after ground familiarization.

4.2.3.2.1.5. Local Area Orientation. As a minimum, cover hazards, no fly areas, airports, nav aids, arrival and departure procedures, traffic patterns, reporting procedures and helicopter training and landing sites.

4.2.3.2.1.6. Mission Requirements Orientation. Cover specific mission support requirements.

4.2.3.2.1.7. Local Area Survival Training. Refer to [AFI 11-301](#) and MAJCOM directives.

4.2.3.3. Once every 5 years:

4.2.3.3.1. Physiological Training. Required every five years. Refer to AFI 11-403, *Aerospace Physiological Training Program*. The chamber flight is required for all aircrew members IAW [AFI 11-403](#). Operational support flyers who will not fly above 10,000 feet MSL do not require this training. Crewmembers and operational support flyers must attend physiological training on the date that is on their AF Form 702 and AF Form 1274 (orange card). If any questions regarding due dates during this transition phase, call the nearest Aerospace Physiological unit.

4.2.3.3.2. Deleted.

4.2.3.4. Once Every 2 Years:

4.2.3.4.1. Combat Arms Training and Maintenance (CATM). IAW MAJCOM guidance.

4.2.3.4.1. (AFSPC) All aircrew members require small arms training. AFSPC crewmembers are grouped as Category C personnel requiring CATMs training once every two years. The unit commander will determine weapons training requirements for FEs; 9mm only, or both weapons (9mm and M-16). Pilots as a minimum are required to receive training in the 9mm. Aerial photographers require 9mm annually and M-16 annually.

4.2.3.4.2. Crew Resource Management (CRM). Refer to [AFI 11-290](#), *Cockpit/Crew Resource Management Training Program*. Failure to complete this training within 24 months results in grounding status for pilots, flight engineers, aerial gunners and aerial photographers. CRM training is a one-time requirement (in their Primary Aircraft Assigned) for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders. The training will be conducted using MAJCOM approved courseware. Document CRM completion in AFORMS.

4.2.3.4.2.1. (Added-AFSPC) Aircrew members who are qualified or requalified at the formal schoolhouse or in-unit, have met their biennial training requirements for CRM training. Their date completed will be the date of graduation from the course.

4.2.3.4.2.2. (Added-AFSPC) CRM refresher training will not be required for those aircrew members who will not be flying the same or similar aircraft beyond four months after their due date.

4.2.3.4.3. Simulator Refresher Training. Failure to complete this training within 24 months results in grounding status for pilots and flight engineers. Training will emphasize recognition and reaction to emergency procedures and crew coordination (CRM).

4.2.3.4.3.1. (Added-AFSPC) Aircrew members who are qualified or requalified at the formal schoolhouse or in-unit, have met their biennial training requirements for simulator refresher training. Their date completed will be the date of graduation from the course.

4.2.3.4.3.2. (Added-AFSPC) Simulator refresher training will not be required for those aircrew members who will not be flying the same or similar aircraft beyond four months after their due date.

4.2.3.4.3.3. (Added-AFSPC) Upon graduation of the simulator refresher course at the formal schoolhouse, crewmembers will credit the following requirements: CRM, systems refresher, 1 EP sortie each for pilots and flight engineers, and precision and non-precision approaches (max. of two).

4.2.3.5. Once Every 17 Months. Refer to applicable source instructions listed in [Table 3](#).

4.2.3.5.1. Instrument Refresher Course. Complete the Instrument Refresher Course (IRC) in the same phase period as the instrument evaluation. Comply with [AFMAN 11-210, Instrument Refresher Course \(IRC\) Program](#).

4.2.3.5.2. FCF Exam. IAW MAJCOM guidance.

4.2.3.5.2. (AFSPC) FCF certified aircraft commanders, instructors, and flight engineers must complete the open book exam to maintain FCF currency.

4.2.3.5.3. Flight Surgeon Exam. Complete the open or closed book exam as required by [AFI 11-202, Vol. 2](#).

4.2.3.6. Annual Requirements:

4.2.3.6.1. Air Operations Security/Anti-Hijacking. Unit training sections will ensure all aircrew members and operational support flyers receive anti-hijacking training to cover both standard Air Force and local procedures. Document training in AFORMS.

4.2.3.6.2. Law of Armed Conflict (LOAC). Refer to [AFI 51-401, Training and Reporting to Ensure Compliance with the Law of Armed Conflict](#).

4.2.3.6.3. Deleted.

4.2.3.6.4. Flight Records Review. Crew members and Operational Support Flyers (OSFs) will review their flight records with the host operations resource management (HOSM). This review must be documented in the member's flight records and AFORMS.

4.2.3.6.5. Ground Egress. Refer to [AFI 11-301](#) and MAJCOM guidance. Aircrew members and operational support flyers will receive ground egress training. Training will emphasize primary and secondary exits and include a discussion of procedures in the event of unusual landing attitude, fire, injury, and water landing.

4.2.3.6.6. Life Support Equipment. Refer to [AFI 11-301](#) and MAJCOM guidance. Training will be conducted by life support personnel and will include hands-on training of the contents of the life support vest and emergency survival gear carried on the aircraft. Med techs are the only OSFs requiring this training.

4.2.3.6.7. Pyrotechnics Refresher. Units using pyrotechnics must conduct ground training before flight training. Review types and use of pyrotechnics applicable to the unit and safety and storage considerations. This training does not include pyrotechnics maintained in the survival vest.

4.2.3.6.8. Deleted.

4.2.3.6.9. UET Refresher. Refer to [AFI 11-301](#) and MAJCOM guidance. All crew members and operational support flyers with an overwater mission requirement will complete annual refresher UET and HEED training. In-water training conducted by life support personnel is preferable to video tapes (Seconds to Live: PIN #606040-DF, HEED II: PIN #

802514).

4.2.3.6.10. Tow Team Member. IAW MAJCOM guidance.

4.2.3.6.10. (AFSPC) All pilots, copilots, and flight engineers will receive tow team member training.

4.2.3.6.11. Refuel Supervisor. IAW MAJCOM guidance.

4.2.3.6.11. (AFSPC) All pilots, copilots, and flight engineers will receive refuel supervisor training.

4.2.3.6.12. NVG Refresher Training. Required by [AFI 11-202, Vol 1](#). Use formal school or Armstrong Laboratory approved courseware.

4.2.3.6.13. Systems Refresher Training. Systems Refresher Training requires a minimum of 6 hours ground training annually. The training will cover selected aircraft systems and procedures. Instructional media for systems refresher should include a mix of lecture and discussion and static aircraft time. Use experienced helicopter crew members or maintenance specialists for subsystem training. Units will establish a system to document training for each crew member.

4.2.3.6.13. (AFSPC) Completion of all ground training at the Simulator Refresher course at Kirtland AFB will fulfill this requirement. Graduation from in-unit or formal school Mission Qualification, Aircraft Commander, or Instructor academic training will also satisfy this requirement. Use graduation date of academic training or full course, whichever is later, as completion date.

4.2.3.6.14. Flight Physical. Refer to [AFI 48-123, Medical Examination and Standards](#). All aircrew members (including active-operational support personnel) on flying status will receive an annual flight physical within 6 months preceding the last day of their birth month. The standard limitation is within 3 months, but TDY and other extenuating circumstances may allow this to be extended out to 6 months.

4.2.3.7. Once every 3 years.

4.2.3.7.1. Low Threat Survival Training (LTST). Refer to [AFI 11-301](#) and MAJCOM directives.

4.2.4. Training Codes. G = grounding--the crew member may not perform flight duties with the event not completed. N = nongrounding--the crew member may perform flight duties with the event not completed and may maintain MR or BMC status depending on unit commander guidance. O = other restrictions--the crew member may perform flight duties with the event not completed or overdue under the condition the mission profile does not include the specific event.

4.3. BAQ Continuation Training Requirements:

4.3.1. Flying Currency Requirements. Crew members must comply with the requirements listed in [Table 4](#). Currency requirements are minimums. If a crew member goes non-current for a BAQ flying event, refer to paragraph [4.7](#).

4.3.1. (AFSPC) For aerial photographer flying currency requirements, reference Attachment 6, [Table A6.1](#). Units are responsible for establishing and maintaining a Letter of Xs for qualifications/certifications on all primary aircrew members to include aerial photogra-

phers. Other flying personnel qualifications/certifications may be maintained on a Letter of Xs at unit discretion.

4.3.1.1. Additional Requirements. Units may specify additional currency requirements for flight surgeons, medical technicians and other OSFs based on local requirements. Use XM_ _ identifiers. All additional training requirements must be approved by MAJCOM or NAF.

4.3.1.1. (AFSPC) All additional training requirements must be approved by HQ AFSPC/ DOSH and sent through 20 AF/DOH for approval.

4.3.1.2. (Added-AFSPC) Unit training sections are responsible for tracking all flight surgeon, med tech, aerial photographer and OSF ground/flying training requirements.

4.4. Mission Capable (MC) Continuation Training Requirements. Pilots, flight engineers and aerial gunners will comply with the requirements listed in [Table 5](#), along with any ground training items required for MC status as determined by the unit commander. Aircrew members who are current in BAQ events, but not in MQT events are considered BAQ and will not be authorized to perform the applicable mission event(s). Specific requirements for each event are listed in [Table 6](#).

4.4.1. NVG Requirements. Complete an NVG sortie every 60 days. If unaided night training is to be accomplished on NVG sorties, comply with unaided night flying directives.

4.4.1.1. MR Continuation Training Requirements. Crew members will accomplish the requirements in [Table 5](#), and [Table 6](#). Except where specified, failure to accomplish these requirements will not affect crew qualification, but will preclude flying in that crew qualification until delinquent continuation training requirements are accomplished with a qualified instructor. Completion of delinquent continuation training requirements to become recurrent do not meet continuation training requirements for the current training period.

4.5. Continuation Training for FS and OSFs. FS and MTs will accomplish the requirements in [Table 7](#). Except where specified, failure to accomplish these requirements will not affect crew qualification, but will preclude flying in that crew qualification until delinquent continuation training requirements are accomplished with a qualified instructor. Events performed to clear delinquent requirements will not be credited to satisfy current training requirements. Other OSFs will comply with MAJCOM directives.

4.6. Difference Qualification. Crew members authorized by their MAJCOM to maintain difference qualification will be qualified and current IAW [AFI 11-202 Vol 1](#) and this instruction.

4.7. Multiple Qualification/Currency Requirements. Crew members authorized by their MAJCOM to maintain currency in multiple aircraft (to include series) must perform an equitable distribution of events in each aircraft. As a minimum, one emergency procedure sortie will be flown in each aircraft per quarter and pilots will fly each aircraft at least once every 45 days.

4.8. Recurrency/Requalification:

4.8.1. Recurrency Training. Currency expires at the end of the phase period in which the event was not accomplished. Quarterly/semiannual events are delinquent on the first day of the next quarter/semiannual period. Forty-five and 60-day requirements are non-current on the 46th and 61st days following the event, respectively. (Example: An NVG sortie flown on 31 Dec [365th Julian day] satisfies currency for the event through the 60th Julian day. If no other NVG sorties were credited, the individual would be non-current for an NVG sortie on the 61st Julian day.)

4.8.1.1. Non-currency status in any basic qualification requirement precludes unsupervised flight in all areas. Loss of mission event currency precludes unsupervised flight for the specific mission. Aircrew members delinquent in currency requirements must fly under the supervision of an instructor and perform sufficient repetitions of each delinquent item to demonstrate proficiency in all non-current events. Events performed to clear delinquent requirements will not be credited to satisfy current training requirements.

4.8.1.2. Crew members non-current for over 6 months are unqualified. Comply with requirements of paragraph **4.8.2.**

4.8.2. Requalification Training. Qualification expires 6 months after loss of currency, when a flight evaluation expires, or when an evaluation is graded Q-3. Complete training IAW [AFI 11-202, Vol. 1.](#)

4.8.2. (AFSPC) AFSPC Unit Training Officers will forward request for in-unit instructor requalifications to HQ AFSPC/DOSH through 20 AF/DOH. Request letter should follow Sample Memorandum at [Attachment 3 \(Added-AFSPC\).](#)

4.8.2.1. Instructor Requalification. For aircrew members previously instructor qualified, use formal school initial instructor upgrade syllabus and proficiency advance as appropriate to obtain/regain proficiency in H-1 instructor duties and responsibilities. Conduct training in-unit (no waiver required) or at the formal school. Complete an instructor flight evaluation which includes as a minimum, a representative sampling of basic qualification and mission events. At the discretion of the unit commander, aircrew members previously qualified as instructors in the Mission Design Series (MDS) (within 5 years) may requalify as instructors concurrent with the basic requalification. Tailor the requal training and evaluations to include instructor duties and responsibilities.

4.8.2.1. (AFSPC) For instructor requalifications, as a result of a Q-3 evaluation, refer to paragraph [1.4.1.5.](#) for training folder guidance.

4.8.3. Prorated Training Requirements. Units may reduce requirements for aircrew members who are not available for flying duties for more than 15 days in a training period (for example, PCS, non-flying TDY, Duty Not Including Flying (DNIF), emergency leave, etc.). Use [Table 8.](#) to calculate the number of sorties and events required. Do not prorate training requirements to less than one event. Proration will be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.8.3.1. Units will ensure aircrew members who enter continuation training after the start of a training period accomplish a prorated share of required events based on the number of full calendar months in the training period.

Table 3. Aircrew Requirements Summary.

[illegible]

Annual											
Air Ops Sec	N	AC04	AFI 13-207	x	x	x	x	x	2	2	6 mos prior to flt ref date
LOAC	N	AC07	AFI 51-401	x	x	x	x	x	2	2	6 mos prior to flt ref date
Flight Physical	G	PP01	AFI 48-123	x	x	x	x	x	x	x	6 mos prior to end of birth mo
Flight Records Review	N	RR01	AFI 11-401	x	x	x	x	x	x	x	4 mos prior to end of birth mo
Ground Egress	G	LS08	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to due date (AFSPC) None.
Life Support Equip- ment	G	LS06	AFI 11-301	x	x	x	x	x	2	2	6 mos prior to flt ref date (AFSPC) None.
Pyro Refresher	O	AC09	this doc	x	x						6 mos prior to flt ref date
UET Refresher	O	LS13	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to flt ref date
Tow Team Member	O	AC12	this doc	1	1						6 mos prior to flt ref date
Refuel Supervisor	O	AC13	this doc	1	1						6 mos prior to flt ref date
NVG Refresher	O	AC14	AFI 11-202V1	x	x	x					6 mos prior to flt ref date
Systems Refresher	N	AC20	this doc	x	x						not applicable

NOTES:

1. In accordance with MAJCOM guidance.
2. At the discretion of the unit commander.
3. Event identifiers are typical, use identifiers as directed by MAJCOM.
4. CRM training is a one-time requirement for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders.

Table 4. Basic Aircraft Qualification (BAQ) Flying Requirements.

Pilot Requirements	Notes	Event ID	45 Day	60 Day	Qtr	S/A
Basic Sortie	1	B010	1		6	18
Transition Sortie (day)	2	B450			1	
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Transition Sortie (night)	2	B490			1	
Instrument Approach	6	B070	1			
Precision Approach	6	B080			2	6
Non Precision Approach	6	B100			2	6
Flight Engineer Requirements						
Basic Sortie	1	B010		1	4	12
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Flight Surgeon Requirements						
Basic Sortie	7	B010		1		6
Night Sortie	4	B410				1

NOTES:

1. To credit a basic sortie, complete the following events as applicable to crew position (P, CP, FE). Additionally, each pilot and copilot must occupy a front seat, and make a takeoff and a landing.

Mission Planning

Performance Data

Crew and Passenger Briefing

Crew Coordination

Flight Clearance

Taxi/Hover

Takeoff Procedures

Approach (instrument or visual)

Landing Procedures

Fuel Management

2. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal power takeoff, a normal approach and landing, and a steep approach to a touchdown.

3. Pilots qualified in more than one aircraft must log 1 EP sortie in each aircraft each quarter. Flight engineers need only 1 autorotation. Flight Engineers may credit an EP sortie requirement with simulator training. (MAJCOM supplements may also allow pilots to credit an EP sortie with simulator training. The completed course credits one EP sortie.) An EP sortie should be accomplished on a single flight.

An emergency procedures sortie consists of a basic sortie and:

3.1. Review of boldface procedures.

3.2. Straight-ahead autorotation.

3.3. Turning autorotation (90 degrees or 180 degrees).

3.4. Boost-off approach and landing.

3.5. Simulated fuel control failure approach and landing.

3.6. Simulated single-engine approach and landing.

3.7. Desired: at least one 90 degree and one 180 degree autorotation.

3.8. (Added-AFSPC) Pilots and Flight Engineers may credit one EP sortie upon graduation from simulator training at the formal schoolhouse.

3.9. (Added-AFSPC) An EP sortie should be accomplished on a single flight. The goal of an EP sortie is to have a dedicated flight to practice emergency procedures.

4. A night sortie consists of a basic sortie and requires 1 hour of night time. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise. Additionally, pilots must log ½ hour of primary time.

5. Deleted.

6. Approaches may be flown in the simulator. Approach may be precision or nonprecision.

6. (AFSPC) Limit of two approaches total per simulator refresher training.

7. Credit no more than 1 sortie per single calendar day.

Table 5. Mission Qualification Flying Currency Requirements.

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Remote Operations (day)		T100		1	
Remote Operations (night unaided)	1	T120		1	
Remote Operations (NVG)	1	S620		2	
Alternate Insertion/Extraction	2	H060			4
Hoist, Forest Penetrator		H061			1 (FE)
Rope Ladder		H062			1 (FE)
Rappel		H063			1 (FE)
Fast Rope		H064			1 (FE)
Stokes Litter		H065			1 (FE)
AIE (one of the above NVG)	5	H066		1 (FE)	
NVG Sortie	1, 3, 4, 5	S610	1		
NVG Transition Sortie	1, 6	S630		1	
Formation Sortie		T140			2 (pilots)
Day Tactical Sortie		T050		1	
Cargo Sling	5	S370			1
Fire Bucket	5	S380			1
Day Water Sortie	5	H080			2
(AFSPC) Unaided Terminal Area Operations Sortie	7	S631			1 (pilots)

NOTES:

1. NVG events may satisfy night unaided requirements, i.e., S620 accomplishes T120, S610 accomplishes B410 and S630 accomplishes B490.
2. AIE methods are defined as: hoist (forest penetrator), rappel, fast rope, rope ladder, and stokes litter. Any method meets semi-annual currency requirements (H060), but flight engineers must accomplish at least one of each event in which they maintain qualification semi-annually. AIE events accomplished at night fulfill appropriate semi-annual requirement for method used.
3. NVG qualified pilots will only log NVG sorties in their primary crew position.
4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise.
5. Aircrew members who are noncurrent/unqualified for NVG events, cargo sling, fire bucket, or water operations remain mission qualified, but cannot perform the specified event(s) until current/qualified. Fire bucket events may satisfy cargo sling requirements after fire bucket requirements have been met and vice-versa.
6. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown.
- 7. (Added-AFSPC) A sortie designed to keep NVG-qualified aircrew members proficient in the tasks of transitioning to and from en-route NVG profiles and unaided terminal profiles, and familiar with the difficulties inherent in flying at night without the benefits of NVGs. This sortie consists of a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown. Night time for currency begins 1/2 hour after official sunset and ends 1/2 hour before official sunrise.**

Table 6. Mission Qualification Event Requirements.

Event	Sub-events	P	FE
Remote Operations			
Required:	Mission planning	X	X
	Navigation	X	
	Remote landing and takeoff	X	X
	Simulated maximum power	X	
	(AFSPC) Search pattern	X	X
Desired:	Pinnacle/ridgeline landing	X	X
	AIE (if applicable)	X	X
	Slope landing	X	X
	Use of pyrotechnics		X
	Search pattern	X	X
Formation Sortie			
Required:	Takeoff, approach, enroute, landing (lead and wing)	X	
	Lead and wing procedures	X	
	Lost visual procedures	X	
	Join up	X	
Event	Sub-events	P	FE
Desired:	Low Level	X	
Cargo Sling/Fire Bucket			
Required:	Pattern/Water Drops	X	X
	Verbal direction		X
	Hookup	X	X
	Release	X	X
Day Tactical Sortie			
Required:	Mission planning	X	X
	Low-level navigation	X	
	Tactical approach and landing	X	X
	Authentication, TOT procedures	X	
	Threat analysis/evasive maneuvers	X	X
Desired:	Security forces deployment	X	X
	Low-level formation	X	
Day Water Sortie			
Required:	Day water pattern	X	X
	AIE	X	X
Desired:	Use of pyrotechnics/sea dye marker	X	X
	Open ocean hover	X	X
	Swimmer deployment	X	X

Table 7. FS/MT Mission Qualification Flying Currency Requirements.

Event ID	Frequency		Notes	Flying Event	Subevents
	QTR	S/A			
H062	1	2	1	Rope Ladder (day)	Required: Extraction
H067	1	2	1,2,3	(night)	
H063	1	2	1	Rappel (day)	Required: Insertion
H068	1	2	1,2,3	(night)	
H061	1	2	1	Hoist (day)	Required: Insertion/Extraction with forest penetrator
H069	1	2	1,2,3	(night)	Stokes litter and tag line operations
					Desired:
					Stokes litter operations w/actual survivor or mannequin

Notes:

1. If applicable.
2. Night currency utilizes same required subevents as day currency.
3. Night currency sorties can satisfy day requirements.
3. (AFSPC) For AFSPC aircrew members, night currency events can satisfy day requirements only after all night currency requirements have been met.
4. (Added-AFSPC) FS/MT HRST Master will accomplish all rappel quarterly and semi-annual currency requirements of Table 7 plus accomplish HRST master instructional duties of 4 rappels per quarter. (Note 4 is applicable to items H063 and H068).

Table 8. Conversion Table for Prorated Training.

Days Unavailable		Proration					
16 to 45 days		1 month					
46 to 75 days		2 months					
76 to 105 days		3 months					
106 to 135 days		4 months					
136 to 165 days		5 months					
166 to 180 days		No requirements					
Months Remaining x		Total Number of Sorties or Events Required					
		18	12	6	4	2	1
5	83%	15	10	5	3	2	1
4	67%	12	8	4	3	1	1
3	50%	9	6	3	2	1	1
2	33%	6	4	2	1	1	1
1	17%	3	2	1	1	1	1

5. Upgrade Training:

5.1. General. This section outlines the requirements for upgrade to aircraft commander and instructor. MAJCOMs may delegate the waiver authority for flying hour requirements for upgrades to the OG/CC. In-unit upgrades require MAJCOM waiver. A waiver is not required if a formal school

quota is not available (inform MAJCOM/DOT when in-unit upgrades are accomplished). When formal school quotas are not available, use formal school courseware for upgrade training (if formal school courseware is not available use MAJCOM or NAF-approved courseware). Upgrades are normally conducted after a crew member achieves MR status.

5.1.1. (Added-AFSPC) Aircrew members who have been unqualified up to 2 years will be entered into requalification training. The unit will provide refresher training and flights using formal courseware, complete all delinquent ground training items and complete an evaluation to the level of the individual's previous qualification. Commanders may restrict them from acting in full capacity for a period of time or hours achieved in unit.

5.1.2. (Added-AFSPC) Aircrew members who have been unqualified from 2 - 5 years will be entered into requalification training. Complete appropriate requalification academic course, in-unit (using formal school courseware) or formal school flying training upgrade and a flight evaluation. Units will requalify the individual to their previous qualification; commanders may restrict them from acting in full capacity for a period of time or hours achieved in unit.

5.1.3. (Added-AFSPC) The MQT program for crewmembers previously qualified in the aircraft should be tailored based on experience, currency, documented performance and formal training. Unit chief of training and DO in conjunction with 20 AF/DOHT will determine which ground and flying training requirements will need to be accomplished prior to commencing requalification training.

5.2. Aircraft Commander Upgrade. Unit Commanders will select only highly qualified, motivated and responsible pilots for this program. The minimum flying hours shown in [Table 9](#). are required prior to entering aircraft commander upgrade training. Pilots meeting [Table 9](#). requirements need not be qualified as copilot prior to entering aircraft commander upgrade training. Flying time does not include UPT-H and UPT student time or simulator time. Flying time must include only primary and secondary time. The hours prescribed are minimums only.

5.2. (AFSPC) Copilots must be qualified in all unit missions prior to entering the aircraft commander upgrade. Fire Bucket and Sling Certifications are exempt from this requirement.

Table 9. Aircraft Commander Flight Experience Requirements.

Rated Flying Time	Qual	Remote		Tactical/NVG														
		A	B	C	D	E												
Total Time	175	200	500	200	700	700												
Helicopter Time	175	200	150	200	300	300												
H-1 Primary Time	50	100	50	100	100	50												
Notes:																		
<table><tr><th>Column</th><th>Remarks</th></tr><tr><td>A</td><td>First assignment copilots upgrading to remote aircraft commander in same aircraft</td></tr><tr><td>B</td><td>Experience pilots upgrading from copilot to remote aircraft commander in same aircraft</td></tr><tr><td>C</td><td>First assignment tactical copilots upgrading to aircraft commander in same aircraft</td></tr><tr><td>D</td><td>Experienced pilots upgrading from tactical copilot to aircraft commander in same aircraft</td></tr><tr><td>E</td><td>Experienced tactical helicopter pilot initially qualifying to aircraft commander in new aircraft</td></tr></table>							Column	Remarks	A	First assignment copilots upgrading to remote aircraft commander in same aircraft	B	Experience pilots upgrading from copilot to remote aircraft commander in same aircraft	C	First assignment tactical copilots upgrading to aircraft commander in same aircraft	D	Experienced pilots upgrading from tactical copilot to aircraft commander in same aircraft	E	Experienced tactical helicopter pilot initially qualifying to aircraft commander in new aircraft
Column	Remarks																	
A	First assignment copilots upgrading to remote aircraft commander in same aircraft																	
B	Experience pilots upgrading from copilot to remote aircraft commander in same aircraft																	
C	First assignment tactical copilots upgrading to aircraft commander in same aircraft																	
D	Experienced pilots upgrading from tactical copilot to aircraft commander in same aircraft																	
E	Experienced tactical helicopter pilot initially qualifying to aircraft commander in new aircraft																	

5.3. Instructor Upgrade. Units will select instructors from experienced aircrew members who are thoroughly qualified and skilled in the duties of their respective crew positions. Unit commanders will review each instructor candidate's qualifications for the following minimum prerequisites:

5.3.1. Instructional Ability. All initial instructor upgrade candidates will complete training on the principles of instruction during the appropriate formal school upgrade course.

5.3.2. Judgment. The individual must possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.3.3. Personal Qualities. The individual must have patience, tact, understanding, and a desire to instruct others. Instructors must have a personality which inspires and wins the respect of each student.

5.3.4. Technical Knowledge. The individual must be thoroughly familiar with aircraft systems and equipment, normal and emergency operating procedures, prohibited maneuvers, aircraft performance, and regulatory guidance.

5.3.5. Flying Experience. Initial instructor pilots require 100 hours primary/secondary time in the design and series aircraft after upgrade to aircraft commander, of which 50 hours must be primary. Other initial instructor aircrew members and previously qualified instructor aircrew members require a minimum of 1 year flight experience in H-1 helicopters or 300 hours total helicopter time. First time instructors are required to attend the Flight Instructor Preparatory Course or equivalent IAW [AFCAT 36-2223](#). First time FE instructors must attend the formal school course. Instructors must be current and qualified in a specific mission event before instructing in that mission event. To possess the desired standards of knowledge, judgment, and proficiency the individ-

ual must possess a reasonable background of flying experience. Normally, these qualities progress together, however flying hours alone cannot be accepted as criteria for any one or all qualities.

5.4. Flight Examiner Requirements. Flight Examiners are selected from the best qualified and competent instructors. Certify candidates in accordance with [AFI 11-202, Volume 2](#).

6. MAJCOM Supplement.

7. Local Supplement.

7. (AFSPC) Unit Supplement. Units may publish local and unique unit training procedures as an addition to this instruction. Unit supplements to this instruction, if developed, will address procedures for implementation of this instruction. Unit supplements will not be less restrictive than AFI 11-2H-1 Vol 1 or this supplement. Refer to paragraph [1.2.3.4](#) for other supplemental requirements.

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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFCAT 36-2223, *USAF Formal Schools*
AFI 11-301, *Aircrew Life Support (ALS) Program*
AFI 11-2H-1, Volume 2, *H-1 Aircrew Evaluation Criteria*
AFI 11-202, Volume 1, *Aircrew Training*
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*
AFI 11-218, *Aircraft Operation and Movement on the Ground*
AFI 11-290, *Cockpit/Crew Resource Management Training Program*
AFI 11-401, *Flight Management*
AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*
AFI 11-403, *Aerospace Physiological Training Program*
AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*
AFI 36-2107, *Active Duty Service Commitments (ADSC)*
AFI 36-2201, *Developing, Managing and Conducting Training*
AFI 36-2209, *Survival and Code of Conduct Training*
AFI 48-123, *Medical Examinations and Standards*
AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*
AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program*
AFMAN 11-210, *Instrument Refresher Course (IRC) Program*
AFMAN 37-139, *Records Disposition Schedule*
AFMAN 91-201, *Explosives Safety Standards*
AFPD 10-9, *Lead Operating Command Weapon Systems Management*
AFPD 11-2, *Aircraft Rules and Procedures*
AFPD 11-4, *Aviation Service*

Abbreviations and Acronyms

AETC—Air Education and Training Command
AFCAT—Air Force Catalog
AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Material Command

AFORMS—Air Force Operational Resource Management System

AFPD—Air Force Policy Directive

AFSOC—Air Force Special Operations Command

AFSPC—Air Force Space Command

AIE—Alternate Insertion, Extraction methods (i.e., hoist, rappel, fast rope, rope ladder)

AMC—Air Mobility Command

API—Aircrew Position Identifier

BAQ—Basic Aircraft Qualification

BHFE—Basic Helicopter Flight Engineer Course

BMC—Basic Mission Capable

CFETP—Career Field Education and Training Program

CRM—Cockpit Resource Management

CT—Continuation Training

DNIF—Duty Not Involving Flying

EAUC—Enlisted Aircrew Undergraduate Course

EMI—Equivalent Moon Illumination

EVM—Evasive Maneuvers

FCF—Functional Check Flight

FE—Flight Engineer

FS—Flight Surgeon

HEED—Helicopter Emergency Egress Device

HOSM—Host Operations Resource Management

IAW—In Accordance With

IF—Instructor Flight Engineer

IP—Instructor Pilot

IQT—Initial Qualification Training

LTST—Low Threat Survival Training

MAJCOM—Major Command

MC—Mission Capable

MDS—Mission Design Series

MP—Mission Pilot

MQT—Mission Qualification Training

MR—Mission Ready

MSL—Mean Sea Level

MT—Medical Technician

NAF—Numbered Air Force

NVG—Night Vision Goggle(s)

OSF—Operational Support Flyer

PCS—Permanent Change of Station

TDY—Temporary Duty

TOT—Time on/over Target

UET—Underwater Egress Training

Attachment 2

TEXT OF IC 99-1

SUMMARY OF REVISIONS

This interim change (IC) 99-1 and expands the interval for Physiological Training in accordance with AFI 11-403, *Aerospace Physiological Training Program*; aligns the requirements for Crew Resource Management (CRM) training and Simulator training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and corrects the requirements for CRM training for flight surgeons and medical technicians in paragraph 4.2.3.6.3.; matches requirements for Crew Resource Management in Table 3. to be consistent with the requirements in paragraph 4.2.3.6.3.; adds Flight Physical requirements paragraph at 4.2.3.6.14; corrects flight physical phase period in accordance with AFI 11-403; and corrects several typographical/administrative errors.

4.2.3.3. Once every 5 years.

4.2.3.3.1. Physiological Training. Required every five years. Refer to AFI 11-403, *Aerospace Physiological Training Program*. The chamber flight is required for all aircrew members IAW AFI 11-403. Operational support flyers who will not fly above 10,000 feet MSL do not require this training. Crewmembers and operational support flyers must attend physiological training on the date that is on their AF Form 702 and AF Form 1274 (orange card). If any questions regarding due dates during this transition phase, call the nearest Aerospace Physiological unit

4.2.3.3.2. Deleted.

4.2.3.4.2. Crew Resource Management (CRM). Refer to AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Failure to complete this training within 24 months results in grounding status for pilots, flight engineers, aerial gunners and aerial photographers. CRM training is a one-time requirement (in their Primary Aircraft Assigned) for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders. The training will be conducted using MAJCOM approved courseware. Document CRM completion in AFORMS

4.2.3.4.3. Simulator Refresher Training. Failure to complete this training within 24 months results in grounding status for pilots and flight engineers. Training will emphasize recognition and reaction to emergency procedures and crew coordination (CRM)

4.2.3.5.3. Flight Surgeon Exam. Complete the open or closed book exam as required by AFI 11-202, Vol 2.

4.2.3.6.3. Deleted.

4.2.3.6.8. Deleted.

4.2.3.6.14. Flight Physical. Refer to AFI 48-123, *Medical Examination and Standards*. All aircrew members (including active-operational support personnel) on flying status will receive an annual flight physical within 6 months preceding the last day of their birth month. The standard limitation is within 3 months, but TDY and other extenuating circumstances may allow this to be extended out to 6 months.

4.2.3.7. Once every 3 years.

4.2.3.7.1. Low Threat Survival Training (LTST). Refer to AFI 11-301 and MAJCOM directives.

Table 3. Aircrew Requirements Summary.

Requirement	Code	ID (3)	Source	P	F E	A G	A P	F S	M T	OSF	Phase Period
One Time Training											
Combat Survival	G	SS01	AFI 36-2209	x	x	x	x	x			none
Water Survival	G	LS03	AFI 36-2209/11-301	x	x	x	x	2	2	2	none
UET	G	T001	AFI 36-2209/11-301	x	x	x	2	2	2	2	none
FCF Cert	O	T003	this doc	x	x						none
Para-Drop Cert	O	T004	this doc	x	x						none
NVG Scanner Cert	O	T005	this doc	x							none
Non-Hoist AIE	O	T006	this doc	x	x			x	x		none
FS/MT Hoist	O	T007	this doc					x	x		none
Low Light Cert	O	T008	this doc	x	x						none
Upon PCS/PCA											
Duty Fam Training	O	T002	this doc	x	x	x	x	x	x	x	none
Local Area Survival Trng.	G	LS01	AFI 11-301	x	x	x	x	x	x	2	none
Every 5 Years											
Physiological	G	PPI1	AFI 11-403	x	x	x	x	x	x	x	6 mos prior to due date
Every 3 Years											
Low Threat Survival Trng.	N	LS11	AFI 11-301	x	x	x	x	x		2	6 mos prior to flt ref date
Every 2 Years											
M9 Qualification	N	AC02	this doc	1	1	1	x				6 mos prior to flt ref date
MI6 Qualification	N	AC03	this doc	1	1	1	x				6 mos prior to flt ref date
CRM	G	AC05	AFI 11-290	x	x	x	x	4	4	2	6 mos prior to flt ref date
Simulator	G	AC10	this doc	x	x						6 mos prior to due date
Every 17 Months											
Qualification Eval	G	AA01	AFI 11-202V2	x	x		x				6 mos prior to due date
Instrument Eval	G	AA21	AFI 11-202V2	x							6 mos prior to due date
Instrument Refresher	G	A022	AFI 11-202V2	x							6 mos prior to due date
Instrument Exam	G	A023	AFI 11-202V2	x							6 mos prior to due date
Qual Exam	G	A024	AFI 11-202V2	x	x		x				6 mos prior to due date
Open Book											
Qual Exam	G	A025	AFI 11-202V2	x	x		x				6 mos prior to due date
Closed Book											
FCF Exam	O	AC15	this doc	1	1						6 mos prior to due date
Mission Eval	O	AB00	AFI 11-202V2	x	x						6 mos prior to due date
Mission Exam	O	AB20	AFI 11-202V2	x	x						6 mos prior to due date
Flight Surgeon Exam	G	AC06	AFI 11-202V1&V2					x			6 mos prior to due date
Annual											
Air Ops Sec	N	AC04	AFI 13-207	x	x	x	x	x	2	2	6 mos prior to flt ref date
LOAC	N	AC07	AFI 51-401	x	x	x	x	x	2	2	6 mos prior to flt ref date
Flight Physical	G	PP01	AFI 48-123	x	x	x	x	x	x	x	6 mos prior to end of birth mo
Flight Records Review	N	RR01	AFI 11-401	x	x	x	x	x	x	x	4 mos prior to end of birth mo

Ground Egress	G	LS08	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to due date
Life Support Equipment	G	LS06	AFI 11-301	x	x	x	x	x	2	2	6 mos prior to flt ref date
Pyro Refresher	O	AC09	this doc	x	x						6 mos prior to flt ref date
UET Refresher	O	LS13	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to flt ref date
Tow Team Member	O	AC12	this doc	1	1						6 mos prior to flt ref date
Refuel Supervisor	O	AC13	this doc	1	1						6 mos prior to flt ref date
NVG Refresher	O	AC14	AFI 11-202V1	x	x	x					6 mos prior to flt ref date
Systems Refresher	N	AC20	this doc	x	x						not applicable

NOTES:

1. In accordance with MAJCOM guidance.
2. At the discretion of the unit commander.
3. Event identifiers are typical, use identifiers as directed by MAJCOM.
4. CRM training is a one-time requirement for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders.

Table 4. Basic Aircraft Qualification (BAQ) Flying Requirements.

Pilot Requirements	Notes	Event ID	45 Day	60 Day	Qtr	S/A
Basic Sortie	1	B010	1		6	18
Transition Sortie (day)	2	B450			1	
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Transition Sortie (night)	2	B490			1	
Instrument Approach	6	B070	1			
Precision Approach	6	B080			2	6
Non Precision Approach	6	B100			2	6
Flight Engineer Requirements						
Basic Sortie	1	B010		1	4	12
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Flight Surgeon Requirements						
Basic Sortie	7	B010		1		6
Night Sortie	4	B410				1

NOTES:

1. To credit a basic sortie, complete the following events as applicable to crew position (P, CP, FE). Additionally, each pilot and copilot must occupy a front seat, and make a takeoff and a landing.

Mission Planning

Performance Data

Crew and Passenger Briefing

Crew Coordination

Flight Clearance

Taxi/Hover

Takeoff Procedures

Approach (instrument or visual)

Landing Procedures

Fuel Management

2. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal power takeoff, a normal approach and landing, and a steep approach to a touchdown.

3. Pilots qualified in more than one aircraft must log 1 EP sortie in each aircraft each quarter. Flight engineers need only 1 autorotation. Flight Engineers may credit an EP sortie requirement with simulator training. (MAJCOM supplements may also allow pilots to credit an EP sortie with simulator training. The completed course credits one EP sortie.) An EP sortie should be accomplished on a single flight. An emergency procedures sortie consists of a basic sortie and:

3.1. Review of boldface procedures.

3.2. Straight-ahead autorotation.

3.3. Turning autorotation (90 degrees or 180 degrees).

- 3.4. Boost-off approach and landing.
- 3.5. Simulated fuel control failure approach and landing.
- 3.6. Simulated single-engine approach and landing.
- 3.7. Desired: at least one 90 degree and one 180 degree autorotation.
- 4. A night sortie consists of a basic sortie and requires 1 hour of night time. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise. Additionally, pilots must log ½ hour of primary time.
- 5. Deleted.
- 6. Approaches may be flown in the simulator. Approach may be precision or nonprecision.
- 7. Credit no more than 1 sortie per single calendar day.

Table 5. Mission Qualification Flying Currency Requirements.

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Remote Operations (day)		T100		1	
Remote Operations (night unaided)	1	T120		1	
Remote Operations (NVG)	1	S620		2	
Alternate Insertion/Extraction	2	H060			4
Hoist, Forest Penetrator		H061			1 (FE)
Rope Ladder		H062			1 (FE)
Rappel		H063			1 (FE)
Fast Rope		H064			1 (FE)
Stokes Litter		H065			1 (FE)
AIE (one of the above NVG)	5	H066		1 (FE)	
NVG Sortie	1, 3, 4, 5	S610	1		
NVG Transition Sortie	1, 6	S630		1	
Formation Sortie		T140			2 (pilots)
Day Tactical Sortie		T050		1	
Cargo Sling	5	S370			1
Fire Bucket	5	S380			1
Day Water Sortie	5	H080			2

NOTES:

1. NVG events may satisfy night unaided requirements, i.e., S620 accomplishes T120, S610 accomplishes B410 and S630 accomplishes B490.
2. AIE methods are defined as: hoist (forest penetrator), rappel, fast rope, rope ladder, and stokes litter. Any method meets semi-annual currency requirements (H060), but flight engineers must accomplish at least one of each event in which they maintain qualification semi-annually. AIE events accomplished at night fulfill appropriate semi-annual requirement for method used.
3. NVG qualified pilots will only log NVG sorties in their primary crew position.
4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise.
5. Aircrew members who are noncurrent/unqualified for NVG events, cargo sling, fire bucket, or water operations remain mission qualified, but cannot perform the specified event(s) until current/qualified. Fire bucket events may satisfy cargo sling requirements after fire bucket requirements have been met and vice-versa.
6. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown.

Attachment 3 (Added-AFSPC)

IN-UNIT TRAINING WAIVER REQUEST/NOTIFICATION
SAMPLE MEMORANDUM

1 Jan 00

MEMORANDUM FOR 20 AF/DOHF (MSgt Pare)

HQ AFSPC/DOSH (Maj Wodetzki)

FROM: XX HF

Unit Address

Base, State and Zip Code

SUBJECT: In-Unit Upgrade Training/Certification (as applicable)

1. I request a waiver for the following individual to be upgraded in-unit. The in-unit training is necessary due to the following reason(s):

___No quota exists at KAFB during the desired time frame.

___No quota exists at KAFB this FY for this type of training.

___Other: (explain)

2. Upgrade Requested: Aircraft Commander

3. Personnel Information:

Name, Grade, SSN, Organization:

Present Crew Qualification (Including Restrictions): Co-pilot

Total Flying Time: 370 hrs

MDS Time: 250 hrs

4. Anticipated training start date is Month YR. Expected completion date is Month YR. Our unit will notify HQ AFSPC/DOSH and 20 AF/DOHT upon start of first flying event. We will also notify HQ AFSPC/DOSH and 20 AF/DOHT in writing anytime an in-unit upgrade will not be completed within the 120 day requirement. The letter will state the reasons for the delay and the expected completion date.

5. This paragraph needs to list requested exemptions to formal course syllabus, with rationale.

6. Requesting unit point of contact, e-mail address, and duty phone.

TRAINING OFFICER/NCO or DO or Higher
SIGNATURE BLOCK

Attachment 4 (Added-AFSPC)**NOTIFICATION OF FAILURE TO COMPLETE TRAINING WITHIN PRESCRIBED TIME
SAMPLE MEMORANDUM**

28 Aug 00

MEMORANDUM FOR 20 AF/DOHF (MSgt Pare)

HQ AFSPC/DOSH (Maj Wodetzki)

FROM: XX HF

Unit Address

Base, State and Zip Code

SUBJECT: Notification of Failure to Complete In-Unit Training Within Prescribed Time Mandated in AFI 11-2H-1 Vol 1

1. The following individual has failed to meet the 120 day upgrade requirement prescribed in AFI 11-2H-1 Vol 1, [Para 3.4](#).
2. Personnel Information:
 - Name, Grade, SSN, Organization:
 - Upgrade Individual is Presently In: Instructor Pilot Upgrade
 - Last Training Event Successfully Accomplished in Upgrade:
 - Number of Training Hours accomplished in Upgrade:
 - Total Flying Time: 390 hrs
 - MDS Time: 270 hrs
3. Reason for delay:
4. Explain planned course of action.
5. Anticipated training completion date is Month YR.
6. Requesting unit point of contact, e-mail address, and duty phone.

TRAINING OFFICER/NCO or DO or Higher
SIGNATURE BLOCK

Attachment 5 (Added-AFSPC)**AFSPC TRAINING METHODS****Table A5.1. AFSPC Training Methods.**

LEVEL OF TRAINING REQUIRED	TITLE OF TRAINING DOCUMENT	OPR
Initial and Requalification	Pilot/FE Mission Qual SOI	58 TRSS (Formal School)
Initial Aircraft Commander and Requalification	Aircraft Commander SOI	58 TRSS (Formal School)
Initial Instructor Qual and Requalification	Pilot/FE Instructor Qualification SOI	58 TRSS (Formal School)
Initial Qual/Requal NVG (P/FE)	Pilot/FE Mission Qual SOI (Appropriate Section)	58 TRSS (Formal School)
Initial Cert/Recertification Day Water Hoist	Pilot/FE Mission Qual SOI (Appropriate Section)	58 TRSS (Formal School)
Initial Cert/Recertification Cargo Sling (P/FE)	Pilot/FE Mission Qual SOI (Appropriate Section)	58 TRSS (Formal School)
Initial Cert/Recertification (P) Initial Qual/Requal (FE) Non-hoist AIE	Pilot/FE Non-hoist AIE Qualification/ Certification SOI	20 AF/DOHT HQ AFSPC/ DOSH
Initial Cert/Recertification FCF (P/CP/FE)	Pilot/FE FCF Certification SOI	20 AF/DOHT HQ AFSPC/ DOSH
NVG Low Light Certification (P/FE)	NVG Low Light Certification SOI	20 AF/DOHT HQ AFSPC/ DOSH
NVG Scanner Certification (P)	NVG Scanner Cert SOI	20 AF/DOHT HQ AFSPC/ DOSH
Initial Cert/Recertification Fire Bucket (P/FE)	Pilot/FE Fire Bucket Certification SOI	20 AF/DOHT HQ AFSPC/ DOSH
Duty Familiarization Training (P/FE)	Duty Familiarization Training P/FE SOI	20 AF/DOHT HQ AFSPC/ DOSH
Duty Familiarization Training (FS/MT)	Duty Familiarization Training FS/MT SOI	20 AF/DOHT HQ AFSPC/ DOSH
Duty Familiarization Training (OSF)	Duty Familiarization Training OSF SOI	20 AF/DOHT HQ AFSPC/ DOSH
Duty Familiarization Training (TDY crewmembers)	TDY Duty Familiarization SOI	20 AF/DOHT HQ AFSPC/ DOSH
Duty Familiarization Training (APs)	Duty Familiarization Training SOI (AP)	30 CS/SCS 20 AF/DOH

FS/MT Mission Familiarization Training	FS/MT Mission Familiarization Training SOI	20 AF/DOHT HQ AFSPC/DOSH
Parachute Drop Certification (P/FE)	Paradrop Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
Initial Non-Hoist AIE Cert/Recertification FS/MT	FS/MT Non-Hoist AIE Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
Ground Egress Training P/FE/FS/MT/AP/OSF	Ground Egress SOI	20 AF/DOHT HQ AFSPC/DOSH
Tow Team Member Training/Refresher Training (P/CP/FE)	Tow Team Member Certification/Refresher Training SOI	20 AF/DOHT HQ AFSPC/DOSH
Refuel Supervisor Training/Refresher Training (P/CP/FE)	Refuel Supervisor Certification/Refresher Training SOI	20 AF/DOHT HQ AFSPC/DOSH
Annual NVG Refresher Training	NVG Refresher SOI	20 AF/DOHT Armstrong Labs
Initial and Requalification AP	AP Mission Qual SOI	30 CS/SCS 20 AF/DOH
Initial Instructor and Requalification Instructor for AP	AP Instructor Qual SOI	30 CS/SCS 20 AF/DOH

AERIAL PHOTOGRAPHER BASIC QUALIFICATION FLYING REQUIREMENTS

Aircrew Requirements	Notes	Event ID	45 Day	60 Day	Quarter	Semi-Annual
Aerial Photographer Requirements						
Basic Sortie	1, 2, 4,	B010	1			4
PWS Sortie	1, 2, 4	B442			1	
SWS Sortie	1, 2, 4	B443			1	
Night Sortie (unaided)	2, 3	B410				1

Notes:

1. 30 CS APs primary weapon system (PWS) for basic sortie requirements is the UH-1N.
2. To credit a basic sortie (day or night) during a training flight, APs must perform aerial photography during the flight.
3. APs can fly their night sortie in either their PWS or their secondary weapons system (SWS). Night sorties can satisfy day sortie requirements only after all night sortie requirements have been met.
4. Due to deployment requirements, aerial photographers must fly a basic sortie in any aircraft every 45 days. APs that do not meet the Table A6.1. basic sortie requirements (PWS or SWS) are non-current in their primary weapon system only, and they must fly with an instructor in their PWS to regain currency.